

The Hongkong Telegraph.

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MONDAY, MAY 11, 1908.

一拜禮 號一十月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,120,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIELING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On Fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (63,750,000).
RESERVE FUND FL. 5,378,375
(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Samang, Sourabaya, Cherbon,
Tegal, Pecalongan, Paseroetan, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Bandjermaasin.

Correspondents at Macassar, Bombay, Colom-
bo, Madras, Pondicherry, Calcutta, Bang-
kok, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and corre-
spondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.
Fixed Deposits 12 months 4% per annum.
" 6 do. 4% do.
" 3 do. 3% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS \$15,000,000

Sterling \$15,000,000

Silver \$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. Henry Keswick, Chairman.
E. Goetz, Esq., Deputy Chairman.
E. G. Barrett, Esq. E. Shalim, Esq.
G. Friedland, Esq. R. Shewan, Esq.
A. Fuchs, Esq. H. A. W. Wade, Esq.
C. S. Gubbay, Esq. H. E. Tomkins, Esq.
C. R. Lemmann, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS:—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG.—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per Annum.
For 6 months, 3% per cent. per Annum.
For 12 months, 4% per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 23rd April, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 4% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [28]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,475,000

RESERVE LIABILITIES OF PROPRIETORS £1,200,000

TOTAL £3,875,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.
" 6 " 3% " "
" 3 " 2% " "

JOHN ARMSTRONG,
Manager.

Hongkong, 6th January, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP, Sh. Tael 7,500,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Scharnhorst (Preussische
Staatsbank)

Direction der Disconto-Gesellschaft
Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Koeln.

Bayrische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITHS BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [30]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ DELHI { Capt. J. D. Andrews, R.N.R. }	About 14th May	Freight and Passage.
LONDON, &c., via usual Ports	OCEANA { Capt. W. Hayward, R.N.R. }	16th May, Noon	See Special Advertisement.

LONDON and ANTWERP VIA
SINGAPORE, PENANG, COLOMBO, PORT SAID
and MARSEILLES { JAPAN {
Capt. C. T. Deany, R.N.R. } About 20th May | Freight and Passage. |

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 9th May, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

(TELEPHONE 97).

NEW STOCK OF
SLAZENGER'S AND BUSSEY'S
TENNIS RACKETS.
\$8.00 to \$20.00 each.

TENNIS BALLS.

\$10.00 per dozen.

TENNIS NETS & POSTS.
MARKERS NET REGULATORS.

COURT MARKERS.

RANSOME'S
LAWN MOWERS.

TENNIS SHOES.

\$6.50, \$8.50 and \$10.50 per pair.

LANE, CRAWFORD & CO. [38]

CHAMPAGNES,
SHERRIES,
MARSAIS,
MADEIRAS,
PORTS,
CLARETS,
BURGUNDIES,
ALES, BEERS & STOUTS.

HOCKS & MOSELLES,
BRANDIES,
GIN,
WHISKIES,
VERMOUTHS,
BITTERS,
LIQUEURS.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road Central.

Hongkong, 11th April, 1908. [40]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:
EXTRA DRY (Gout Americain).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents.

KOWLOON HOTEL.

"THE CATCH OF THE HOT SEASON."

A BOON TO HONGKONG.

FULL MOON BAND.

MUSICAL DINNER will be served on SATURDAY next, the 16th inst., at 8 P.M.

REGIMENTAL BAND IN ATTENDANCE.

ASSORTED ICES CAN BE HAD AFTER DINNER.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,303 Tons, "POWAN" 2,138 Tons, "FATSHAN" 2,260 Tons,
"KINSHAN" 1,995 Tons, "HONGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,451 Tons and "SUI-TAI" 1,451 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

N.B.—On MONDAY, TUESDAY, and WEDNESDAY, the 11th, 12th and 13th May, there will be no Morning Steamer from Hongkong or Afternoon Steamer from Macao.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel.

Hotels.

VICTORIA HOTEL, MACAO HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN), (TELEGRAMS—FARMER—MACAO).
SHAMEN, CANTON, MACAO, CHINA.
On the BRITISH CONCESSION. H. HAYNES, Manager.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS. W. W. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAIA, near the TEAM TERMINUS Tel. 56.

For Terms, &c., apply to the
MANAGER.

HONGKONG, and Tientsin 1907. [5]

KAMAKURA KAIHIN IN

HOTEL,

KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy
distance of Yokohama and Tokyo, will be opened during April, under European
management.

Charges moderate.
Special terms for families.

Apply—

Hongkong, 14th April.

E. APPEL, Manager.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager. [3]

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT

Wm. Powell & Co., Ltd.,
ALEXANDRA BUILDINGS.

BATHING COSTUMES.

Combinations with Skirt.

NAVY & RED TWILL,
\$4.50 to \$5.50.

BATHING COSTUMES.

NAVY SERGE
trimmed white,
\$4.75 to \$11.00.

Wm. Powell & Co., Ltd.,
Des Vaux Road,
28, Queen's Road,
HONGKONG

Des Vaux Road,
28, Queen's Road,
HONGKONG

Auction.

PUBLIC AUCTION.
THE Undersigned have received instructions from Messrs. Butterfield & Swire, to sell by
PUBLIC AUCTION,
on
THURSDAY,
the 14th May, 1908, at 11 A.M., at Messrs. Butterfield & Swire's, 60, West Point, a QUANTITY OF
IRON WHEELS, WIRE and MANILA ROPES, BLOCKS, CHAINS, &c.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th May, 1908. [494]

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 15th May, 1908, at 5 P.M., at their Sales Rooms, No. 8, Des Vaux Road Central, corner of Ice House Street,
A Fine and Valuable Collection of
POSTAGE STAMPS,
in lots to suit purchasers.
(Particulars from Catalogue).
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 8th May, 1908. [487]

To Let.

TO LET.
A HOUSE in KNUXTFORD TERRACE, Kowloon.
No. 3, CANTON VILLAS.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st April, 1908. [159]

TO LET.
CHAMBERS in No. 7, WYNDHAM STREET, late Hotel Baltimore, rent moderate.
First Floor of No. 5, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.
ONE ROOM with Verandah and a SMALL ROOM on the Second Floor of No. 8 DES VEAUX ROAD CENTRAL, above our office, suitable for Business Premises or Dwelling.
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 8th April, 1908. [257]

TO LET.
ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.
Apply to—
JARDINE, MATHESON & CO., LD.
Hongkong, 21st March, 1908. [338]

TO LET.
OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shawan, Tomes & Co.)
Apply to—
THE COMPRADEUR DEPARTMENT, Jardine, Matheson & Co., Ltd., Connaught Road Central.
Hongkong, 24th February, 1908. [188]

TO LET.
HATHERLEIGH, CONDUIT ROAD.
A HOUSE in RYON TERRACE, OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 108, Des Vaux Road next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.
No. 10, DES VEAUX ROAD CENTRAL, 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th May, 1908. [16]

TO LET.
GODOWN No. 5A, DUDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 8th May, 1908. [49]

TO LET.
4-ROOMED HOUSES in GAR ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate.
FLATS for Europeans in WILB DELL BUILDINGS, No. 147, Wanchai Road.
Apply to—
PERCY SMITH & SETH,
Hongkong, 16th December, 1907. [72]

TO LET.
NOS. 4 and 8, LEIGHTON HILL ROAD.
Apply to—
HONGKONG AND KOWLOON LAND AND LOAN CO., LD., No. 8, Queen's Road West,
Hongkong, 30th March, 1908. [126]

NOTICE.
THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1907. [6]

SHANGHAI RACES.

THE FIRST DAY.

It is a long time since Shanghai has been favoured with an ideal day, such as yesterday was, for the opening of the Spring Races, says the N. C. D. News of the 5th inst. If any fault was to be found with the weather, it was that it proved almost too warm; but after the rain and cold of the last week the change was pre-eminently welcome, and the majority of those present were content enough to avail themselves to the utmost of the sun's strong rays. Under such favourable conditions it was only natural that the Club enclosure should present a brilliant scene, and certainly it appeared at its best. At no time was the attendance very great; but both the lawn and the stands were sufficiently filled to lend the necessary animation to the day's proceedings. The dresses were in complete sympathy with the weather, bright and attractive, and possessing in many instances that degree of novelty which saves Shanghai from being ranked among the "out-of-the-worlds."

The annual exodus homewards robs the Spring Meeting of many familiar faces; but compensation in the matter of numerical attendance is usually forthcoming by the presence of visitors from the outports. This year in addition to the guests from the Hongkong and Tientsin Race Clubs there were present Vice-Admiral the Hon. Sir Hedworth Lambton, K.C.V.O., C.B., and many officers of His Majesty's ships now to port, which include the Bedford, Flora, Alacrity and Cadmus.

The track was in splendid condition; Saturday's wind and Sunday's warm sun had made the top layer hard and dry and a somewhat damp sub-stratum lent a spring which was all in favour of the horses. There was a slight northerly breeze, but not of sufficient force to affect the finishing quarters, but throughout the afternoon surprises were frequent, and the Parimutuel dividends were unusually large.

The feature of the day's racing was the success attained by Mr. Beverly. His pony Brockton, who scored a handsome victory in the Autumn Champions, was favourite for the Criterion stakes, having a slight claim in the market over Seafoam, and justified the confidence of his supporters by getting home a length ahead of Kirkwood, in 2 mins. 2 1/2 secs., which is only one-tenth of a second more than the record time for the distance. In the following race—the Griffin's Plate—the same owner started Worcester, who romped home an easy winner by a length from Sokol, in the record time of 1 min. 29 2/5 secs.—two-fifths of a second better than the previous record. Although the winner was practically unbacked, the victory was very popular and to some extent compensated Mr. Beverly for the loss of Gloucester, who when highly esteemed as a probable Derby winner fractured his leg in galloping and had to be destroyed a couple of weeks ago.

In the Cathay Cup a splendid finish was witnessed between Manchu King and Mörak, both of which are strongly fancied for Championship honours. The ponies raced neck-and-neck down the Home Straight, but Manchu King responded better to the final call and passed the post half a length ahead of the dual champions' winner in the record time of 3 mins. 9 1/4 secs., which is well ahead of the previous record of 3 min. 11 2/5 secs. over this distance, made by Brockton in the Shanghai Derby of 1906.

Another splendid finish was witnessed in the race for the Kiangsu Cup, where after a neck-and-neck race down the Home stretch in which Bohemian Chief, Heartfield and Sagittarius seemed locked together, the first-named got home by a head, and Heartfield and Sagittarius finished so closely together that the judges were unable to separate them.

In the Eclipse Stakes, the unusual spectacle was witnessed of two ponies—both outsiders—belonging to the same owner in the van for the last three-quarters of a mile with only a short head separating them, and only separated just on the post by a splendid effort of Mr. Schnorr on Bucephalus, who beat Mr. Vagregor's second string, Frosty Morn, by a length and filled by a neck to catch the judge's eye first.

In the final race of the day, for Sub-Griffins, Kirghiz was well supported, after his good display in the opening race, but the second, Tweed edee, received little support and his unfortunate backers obtained \$1.35 for a \$5 investment.

In the Jockey Cup, Mr. Adler, on The successor, scored a very popular victory; his time for the distance was 2 min. 3 3/5 sec., just over a minute more than the record.



DOES
YOUR
BACK
FEEL
LIKE
THIS?

IF SO, THE CASE OF THIS GENTLEMAN IN JAWA, CURED OF BACK PAINS AND DIZZINESS BY
Dr. Williams' Pink Pills,
WILL INTEREST YOU.
Mr. J. B. van Stralendorf, an employee in the firm of Messrs. J. van Gorkom and Co., chemists, at Djokjakarta, Java, says, "Dr. Williams' Pink Pills are really wonderful," and the following are the facts upon which he bases his enthusiastic opinion.

"I suffered for a long time from pains in the back and dizziness," said Mr. Van Stralendorf. "In fact, for no less than four years I was afflicted in this way. Very often I had to leave work and go home, there to remain for three or four days at a time. The attacks of dizziness were so terrible that I was obliged to bleed my eyes and to close the shutters of my eyes, and on all these occasions I was unable to do any work."

were exceedingly severe. I had no appetite and always felt depressed and worn-out. During this period of ill-health I tried many medicines, but as instead of getting better my miserable condition became worse at last I feared I should not be able to continue work much longer and that soon I would have to give up my position.

"But about this time my attention was directed to Dr. Williams' Pink Pills for Pale People. I saw that many people were being benefited by the use of these Pills and so I resolved to try them myself. After the use of three bottles of Dr. Williams' Pink Pills I felt greatly relieved of my ailments, so I continued taking the Pills until I found myself quite restored to health. It is about a year since I was cured by Dr. Williams' Pink Pills. I have had no return of any of my former complaints. I am in grand health and can work better now than I have done for years. Yes, Dr. Williams' Pink Pills are undoubtedly a wonderful medicine."

"There is no mystery about the way in which Dr. Williams' Pink Pills for Pale People cure. It is simply this, that they strengthen and invigorate all the organs of the body, through their powerful action on the blood. Impure weak blood is the cause of most disease, ill-health can no longer exist when the blood has been made strong and good. That is why Dr. Williams' Pink Pills are constantly curing Aching backs, Disorders of the Stomach and Liver, Dizziness, Paralysis, Beri Beri, Early Decay, Nervous Breakdowns, Debility, Anaemia, Skin Diseases, Boils, Pimples, and the after-effects of Fevers, Dysentery, Influenza and Chills. They are sold by most chemists and can also be had from the Dr. Williams' Medicine Co., Singapore, six bottles for eight dollars or one bottle for a dollar and a half, post free. For the ailments from which ladies suffer at periodic intervals between the ages of fifteen and forty-five they are the world renowned remedy. They speedily restore health to men broken down by overwork, excesses or residence in unhealthy climates."

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE

Intimations

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupils' residence.
Evening engagements for Dances and Concerts.
Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office.
Hongkong, 9th March, 1908. [132]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask on Factory.
In Bags of 250 lbs. net \$8.85 per Bag on Factory.
SHEWAN TOMES & Co.,
General Managers.
Hongkong, 28th April, 1908. [52]

LEE YEE

HAIR DRESSING-SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND TOILET REQUISITES

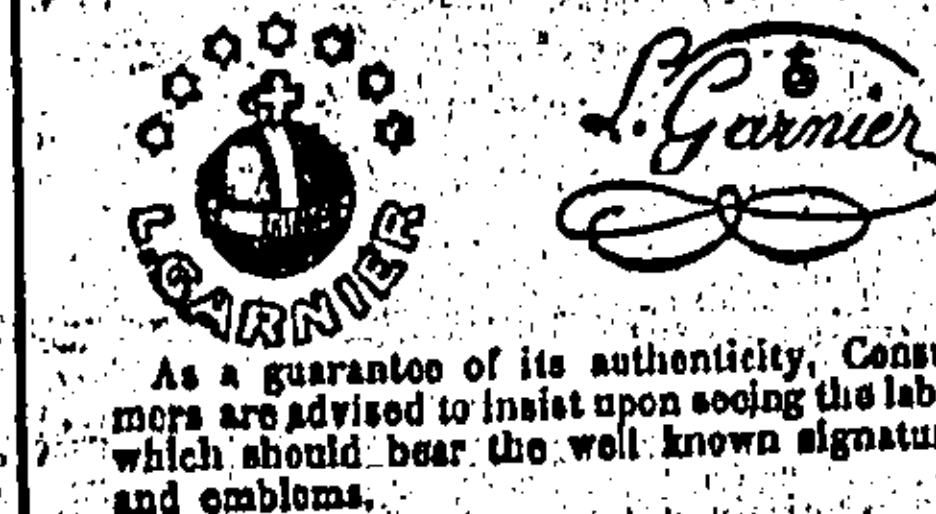
FOR SALE.

12, D'AGUILAR STREET,
HONGKONG.

Hongkong, 3rd September, 1907. [66]

CHARTREUSE

Chartreuse has never required to be extensively advertised. Its ancient fame has always been and is still sufficient for its success. An increase of imitations has recently appeared, and it is necessary to put consumers on their guard and remind them that Chartreuse is the incomparable liqueur is only made and can ONLY be made at the Grande Chartreuse, with the process which has commanded its success.



CHARTREUSE

[348-A]

Dentistry.

Dr. M. H. CHAUN

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1908. [10]

TSIN TING.

LATEST METHODS OF DENTISTRY

STUDIO AT NO. 14, D'AGUILAR STREET.

LEARNABLE, FREE

HONGKONG, 1908. [10]

Public Companies

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Shilling and Six Pence per Share free of tax for account of year ending 31st February, 1908, has been declared by the Directors of the above Company. Coupons, to be payable on 1st May and the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 1st May, 1908. [46]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the CLUB HOUSE on THURSDAY, the 14th May, 1908, at 5:15 P.M. for the purpose set forth in the notice posted in the Hall of the Club.
By Order,
JAMES CRAIK,
Acting Secretary.
Hongkong, 29th April, 1908. [456]

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By Order,
JAMES CRAIK,
Acting Secretary.
Hongkong, 29th April, 1908. [457]

PEAK TRAMWAYS CO., LTD.

NOTICE is hereby given that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vaux Road Central, on SATURDAY, the 16th day of May, 1908, at 11 A.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 24th inst., both days inclusive.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 9th May, 1908. [493]

Notices of Firms

NOTICE.

ON and after the 8th instant, the NEDERLANDSCHE HANDEL-MAATSCHAPPIJ (Netherlands Trading Society) will conduct its business at No. 5, QUEEN'S ROAD CENTRAL (in the offices now occupied by the National Bank of China, Ltd.).
J. L. VAN HOUTEN,
Agent,
Nederlandsche Handel-Maatschappij.
Hongkong, 6th May, 1908. [479]

NOTICE.

M. P. NALIN has been appointed ACTING AGENT for Messageries Maritimes and Chargeurs Réunis during my absence from the Colony.
J. MILLET.
Hongkong, 8th May, 1908. [489]

INTERNATIONAL SLEEPING CAR

and EXPRESS TRAINS Co

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 21st July, 1907. [47]

For Sale.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—broken down as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are such that the more prominent being sleeplessness, loss of appetite or weakness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what is absolutely essential for all constitutions and conditions, is VITAL STRENGTH & ENERGY.

To throw off these morbid feelings, and experience proves that as night succeeds the day, may be more certainly secured by a course of the NEW FRENCH REMEDY THERAPION No. 3.

It is a new substance imparted in place of what is lost, and it is not to be used as a remedy, but as a tonic, and it is difficult to imagine a case of nervous debility, whose main feature is loss of vitality, that will not be speedily and permanently benefited by this marvellous restorative essence, which is destined to cast into oblivion all the morbid feelings and conditions of a broken-down system.

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Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 5th May, 1908. [474]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 5th of May, at Noon. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th of May, at 9:30 A.M. All claims must reach us before the 16th of May, 1908, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.
Hongkong, 6th May, 1908. [8]

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRASAMHA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized. Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 7th May, 1908. [481]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours. Goods not cleared by the 14th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 8th May, 1908. [17]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CANADIAN"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours. Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

HONGKONG, 10th May, 1908. [17]

Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

GENUINE AGE AND FINE MELLOW FLAVOUR.

Per Case - - - \$16.50

Watson's D SHERRY SUPERIOR PALE DRY.

Per Dozen - - - \$19.50

A VERY FINE WINE, POPULAR THROUGHOUT THE FAR EAST.

A. S. WATSON & CO., LIMITED, ALEXANDRA BUILDINGS.

Hongkong, 7th April, 1908

BIRTH.

On May 7, 1908, at Shanghai, the wife of Fr. FELTNER, of a son.

DEATH.

On May 5, 1908, at Shanghai, LEOPOLDO ANTONIO XAVIER, aged 59 years.

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 11, 1908.

THE OPIUM QUESTION.

The opium question is pre-eminently the most conspicuous problem of the hour so far as this Colony is concerned. The instructions, which we take it, must be peremptory to H.E. Sir Frederick Lugard, that have been cabled out from Downing Street, threaten with immediate extinction a trade and a source of revenue to the Colony, the effects of which none are bold enough to foresee. In reference to the most recent edicts issued from Peking a month ago, the *London & China Express* remarks that the promulgation of further edicts against the opium habit in China would seem to indicate that the spirit which initiated the edicts of 1906, is still at work. It is the inequalities of the performances according to the vigour or apathy of the local officials that gives cause for anxiety to those who wish well to China to her crusade. The correspondent of *The Times* at Shanghai in an interesting letter on the subject points out that respectable Chinese are now coming to regard opium smoking in public as "bad form." If public opinion in this way enforces the edicts, it will be a great factor. There is evidence of a genuine moral awakening in this respect, which may be ascribed in no small degree to the reflex influence of the Imperial decrees. If, instead of opium being, as it has been the habit hitherto, given as a form of hospitality it is "bad form" to do so, something will have been achieved, though it will scarcely be matter for congratulation if the alternative hospitality in future takes the form of strong drink. It is to be hoped that in this matter of the opium habit China is not getting out of the frying pan into the fire. Already from Kansuh a missionary, quoted in the report transmitted by Sir John Jordan, states that the high price of opium has induced people to take to drink, whilst the merchants look to the form of injection in

one that needs to be carefully watched. The real test in the whole matter as regards the extinction of the opium habit is the extent of the reduction of the area under poppy growth. China, we have often had occasion to remark, is a nation prone to issuing magnificent precepts, which sadly fall away in practice. The edicts show us the preceptually enough, though we have yet to seek the action in entire accordance therewith. In some districts we do not doubt that the edict is made to run, but we feel much doubt about many other localities.

THE J. PANKSE BOYCOTT.

How the Cantonese boycott movement is regarded at home, may be gathered from the following editorial comments in a well-informed home paper devoted to China affairs. It will be noted that it doubts the adhesion of the Hongkong Chinese Merchants' Guild by its note of interrogation, but there is no question of the accuracy of the cabled message from Hongkong that the action referred to was that the merchants in this Colony. *The London & China Express* says:—Several telegrams during the week advise further action in the movement by Chinese in the boycott of Japanese goods. How serious to Japanese interests, and for how long it may continue, it would be very difficult to state. One of the wires from Hongkong says the Chinese Merchants' Guild (at Canton) has resolved to telegraph to Nagasaki, Kobe, and Yokohama directing the Chinese agents there not to place any more orders for Japanese goods, and to ship the goods already ordered in non-Japanese ships. The Chinese piece-goods dealers are also joining the boycott. It is evident that one of the effective weapons of the young China party which resorts to these movements is the boycott. A couple of years ago, it was American goods that were boycotted, now it is Japanese, and a year hence it may be another. Power that will be affected. It would seem that the commercial nations should make common cause against a movement that may at any time be directed against itself though unless direct official investigation can be proved, it is difficult to know what representations can be made to the authorities. Private individuals and merchants or even trade guilds can refrain, of course, from buying the goods of any particular nation, without giving cause for representations.

LOCAL AND GENERAL.

MYSTERIOUS trouble broke out in some lumber works, owned by a Frenchman, in the Miyazaki prefecture on Tuesday night (5th inst.). Eighty casualties are reported.

VICEROY Tuan Fang has obtained the permission of the Central Government to establish in Shanghai homes for poor children, where they may be properly educated and given special attention.

FAILURES among small banks in Japan continue to occur. Business men are agitating for relief in view of the depression. Japanese papers report the failure of a few foreign firms, chiefly German, at Yokohama.

THE *s.s. Taise Maru* left for Shanghai on 30th ult., towing the *s.s. Wojsing Maru* which vessel has to dock on account of losing her rudder and damaging her stern during the gale last Friday. — *Hankow Daily News*.

MR. S. S. C. PARSONS, naval clerk, has been appointed for duty to the *King Alfred*, flagship of the China Squadron. Another local appointment is that of Gunner C. Pallot to the *Tamar*, receiving ship at Hongkong. Mr. Pallot has held his warrant for nearly fifteen years.

THE American and Japanese Arbitration Treaty, which was prepared before the Russo-Japanese war, has now been signed at Washington. In general, it is framed to make arbitration compulsory, except in matters affecting the national honour. This is the first arbitration treaty that Japan has concluded.

THE 2nd Battalion East Kent Regiment, which will relieve the "Duchess" at Hongkong next morning, will celebrate its jubilee this year, as it was raised in the autumn of 1838 at Limerick, Ireland. Its 1st Battalion is one of the oldest and most distinguished regiments in the army. The Battalion is commanded by Lieutenant-Colonel P. Bayards, D.S.O., with Major and Lieutenant-Colonel E. C. T. Bainbridge second in command.

H.M. CONSUL-GENERAL at San Francisco (Mr. W. R. Hearse) advises that Chinese residents at Pacific Coast ports of the United States are subscribing to the Two Kwangs Chinese Steamship Company, formed as a patriotic concern, to originate first a service of coasting steamers and then a trans-Pacific line. Agents are being appointed wherever Chinese are found in considerable numbers, to sell stock for the company.

WITH the object of having a little stroll, a Chinese lady named Li-Chun Ho of 14, Upper Station Street South, Yau-ma-tei, adorned herself with some of her most expensive jewellery included amongst the fineries she wore, was an ear pick. An urchin named Choo, about sixteen years of age, was galvanized by the prize which he determined his own. He did so and landed himself in jail this forenoon, and it is probable that he regrets his temerity considering that he was sentenced to one month's imprisonment and twelve strokes of the birch.

The Opium Question.

INQUIRY BY GOVERNMENT.

PROBABLE LEGISLATION.

When we interviewed the Secretary of the Opium Farmers on Saturday in reference to the proposal from the Colonial Office in London to close the opium-divans in Hongkong, Mr. Chan Kai Ming very kindly informed our representative that he had then had an official information from the Government respecting the cabled message advised by Reuters. As to his views, expressed on behalf of the Opium Farmers, we stated in detail in our issue of Saturday. The immediate action which the Committee of the China Association has seen fit to take by deliberating upon the question and cabling to the parent Association to lodge a protest with the home Government will commend itself to the citizens of Hongkong as an eminently practical step to ward off serious embarrassment to the finances of the Colony if the closing of the opium-divans is carried out forthwith. We are glad to observe that the China Association appear to have seen eye to eye with us in the consequences arising from the claim which the Opium Farmers declared to our representative they would prefer against the Government for a breach of their subsidiary agreement.

As to the Opium Farmers' position in relation to the Government we are fortunately situated in being able to be the first to inform our readers that the first move has now been made by Government in reference to the most debated cable dispatch. We should not be far removed from the fact were we to state that Government is anxious to ascertain in what relation the Opium Farmers stand to the divan-keepers in the Colony. Seeing that the latter are to be directly affected by the proposed action of the Government, in the first instance, and, through them, the Opium Farmers, it is no matter for surprise that the connection between the two interests must first be established in order that the Government might be enabled to define their line of action.

We will go so far as to advance the statement that indication has been given that legislation in the direction of the Secretary of State's instructions will have to be introduced. Government is acting in anticipation of such legislation. One of their first steps is to find out to what extent the monopolists would be prejudiced by the closing of the divans. We understand that the Colonial Secretary has already addressed such an inquiry to the Opium Farmers. The Government desired to be placed in possession of exact information as to the extent of the loss to the Farmers arising from such closure. This data, probably, would form the basis for arriving at a solution of the question of compensation when it does arise as it inevitably must. Late this afternoon, a representative of the *Hongkong Telegraph* called at the office of the Opium Farmers to obtain authoritative corroboration of the exclusive report which we reached us.

When the question was put to the secretary, Mr. Chan Kai Ming, whether or not, it was true that negotiations had already been opened by the Government, that gentleman said, "Yes; but I am not in a position to state any detail for publication. It may prejudice our case, you see."

"All I want to know is your corroboration of the report we have just stated," the Press man urged.

"I cannot deny it," was the curt reply. "I have nothing more to say."

From this answer, it may safely be concluded that the "opium ball" has been officially set rolling and where it is going to stop, there can be no knowing.

CHINA ASSOCIATION'S ACTION.

TELEGRAM OF PROTEST.

The Hon. Secretary of the China Association informs us that, as the result of a Committee meeting held on Friday afternoon, the following telegram was despatched on Saturday to the China Association in London regarding the closure of opium houses in Hongkong:—

"Press telegram states British Government announce in House of Commons intention issue immediately order Hongkong Government close opium houses forthwith. This would impose considerable financial hardship as owing to opium farmers' contract does not expire until February, 1910, it would apparently involve payment large compensation in addition to prospective loss revenue. Unfair dislocate Colony's finance so suddenly. Urge you represent need proceeding less drastically time required gradual re-adjustment burden taxation."

THE regular naval reliefs for the China Station are over for the present. Recently nearly 1,000 men were distributed over the ships of the squadron.

FOR fear of incriminating himself, an American Bluejacket, who had urgent business in the refreshment saloon, refused to say a word when a poor little school boy fell into the trap by the average rickshaw coolie. The American, who, in his own parlance was feeling "pretty good," had taken on one of the most expensive coolies in Hongkong, it cost him about twenty cents including "stops" and he decided that if a tram car was knocked into the sea it was none of his business. Apparently the puller thought otherwise for when a school boy fell in front of his rickshaw he was knocked down and run over. It is stated that the boy with unusual precocity gave the rickshaw man a "what-for." Our American friend said nothing, did nothing and refused nothing. The rickshaw coolie was taken to court this morning and ordered to pay a fine of \$5. The representative of Roosevelt proceeded on his way.

The Governor of Macao.

SENHOR COUTINHO'S RESIGNATION.

HARBOUR MASTER TO ADMINISTER THE GOVERNMENT.

[From Our Own Correspondent.]

Macao, 10th May. A mild sensation was created in Macao when it became known, in official circles to-day, that a telegram had been received from Lisbon yesterday accepting the resignation of Senhor Pedro d'Azavedo Coutinho from the provincial governorship of Macao. Many are the theories that have been advanced as to the reasons which have led the Governor to tender his resignation to the Ministry for the Colonies, and many more have been the surmises as to the motive that prompted His Excellency to adopt this most unusual, but in the present case the only dignified, course. Without detailing the hundred and one speculations that have been indulged in, I will mention the one in which the greatest amount of credence has been given. It is to the effect that following the *Taise Maru* incident the Governor caused to be decreed a new set of regulations to govern the question of the importation of arms and ammunitions into the Colony with a view of placing greater restrictions upon the trade. Gossip has it that when the draft regulations reached Lisbon, orders were sent to Macao to have the regulations rescinded. This the Governor refused to comply with and thereupon cabled his resignation.

As I have stated, the foregoing is only a report lacking official confirmation and is not gathered from the most authoritative source. What, however, is the more likely theory reaches me from a member of the official circles with whom I am, more or less, in terms of close intimacy. As is well known Macao yearly provides a grant-in-aid towards the impoverished exchequer of Timor. The sum is a comparatively large one for Macao. In spite of that the money so far paid out during the current fiscal year has already been more than double of the budget appropriation. Recently an order was received from the home Government directing Governor Coutinho to remit another additional amount which would bring the total up to over three times the original grant. With this peremptory order the Governor declined to comply, and with very good reasons, too. His Excellency stated that the coffers of Macao were not flush with cash. There were reproductive public works in the Colony of urgent necessity for all of which funds were needed to carry out. Public improvements were delayed, and not carried out simply because there was no money available, yet all Macao's surplus revenue was drained away to nurse a colony of no benefit to Macao itself. Governor Coutinho, as an emphatic protest against the arbitrary instructions, tendered his resignation in taking so dignified a stand against what he considers an injustice to the Colony for whose successful government he is responsible. I make bold to assert, his action will not only be endorsed but justly applauded by all right-thinking citizens of this Colony.

AN OPEN SECRET.

It is an open secret that, on two or three occasions previously, Governor Coutinho has expressed his desire to relinquish the reins of Government. His administration has been beset by a series of *contraints* and usual difficulties. The *Taise Maru* incident, with all its attendant worries and anxieties, convinced His Excellency that there was something rotten in the State of Denmark. Senhor Coutinho was animated by the best of good intentions to put the house in order, and the fair, just, impartial and righteous man that he is, His Excellency endeavoured to place his administration, like Caesar's wife, above suspicion. Those who had hoped that his clean-handed government would have restored to Macao a fair name will regret his departure from the helm at this most critical conjuncture. Senhor Coutinho will sail with his family as soon as arrangements can be completed.

THE ADMINISTRATOR.

It is a fortunate circumstance that, while Governor Coutinho's resignation has been accepted, the appointment as officer administering the Government *ad interim* has fallen upon his personal friend, the Harbour-master of Macao, Senhor F. Diogo de Sa. Like his distinguished friend, Commander, he has the reputation of being an upright official who will govern the Colony without fear or favour. In the harbour master's appointment, however, the unwelcome spectacle is held to the public gaze of an official, junior in point of precedence, riding over the head of the Secretary General of the Colony who, hitherto, acted as Governor during an interregnum.

THE GOVERNOR'S SUCCESSORS.

It is rumored that the candidates for the substantive governorship are Senhor Martinho de Montenegro who was Senhor Coutinho's predecessor, and Major Marques. The latter will be remembered as A. D. C. to the late Governor Galhardo when he was at Macao. Governor Galhardo subsequently attained to the governor-generalship of Portuguese India, and died after his retirement. Little is known of Major Marques' administrative abilities; but there is no question that, in the present position of Macao, there is absolute need of a man of the character and calibre of the gentleman who now surrenders the reins of office.

RETURN of visitors to the City Hall Library and Museum for the week ending the 10th May, 1908.

Library	Museum
Non-Chinese	310
Chinese	118
Total	428

SHANGHAI VOLUNTEER CASE.

CASE AGAINST THE COMMANDER OF THE PORTUGUESE CO.

In reference to our special telegram from Shanghai, of Saturday last, reporting that the Portuguese Consul-General, Mr. O. A. Potier, had instituted proceedings against the Commander, Capt. Nolasco, of the Portuguese Company, of the Shanghai Volunteer Corps, for alleged lack of respect on the occasion of the annual rifle meeting, we understand that Dr. L. Nolasco da Silva, barrister-at-law of Macao and a brother of the Commander of the Portuguese Company of the Shanghai Volunteers, left for Shanghai by the *Nippon Maru* to appear as Counsel for Captain Nolasco in the pending action.

CANTON DAY BY DAY.

"NATIONAL DISGRACE" MEETING.

[From Our Own Correspondent.]

Canton, 9th May. The Canton Self-Government Society has received a letter from the people of the Tung Fa district asking the Society to send representatives to attend a meeting of National Disgrace to be held there on the 10th instant.

DELIMITATION OF MACAO'S BOUNDARIES. It is reported that Taotai Wen Tung Yan will shortly be deputed to Macao on a mission in connection with the boundary question between Chinese territory and the port of Macao.

HARBOUR ACCIDENT. Yesterday morning a boat heavily loaded with sand for the Canton Building Bureau was capsized at Tung Ho Kow by the wash from the propellers of the *s.s. Honam* and the *s.s. Saiman* both outward bound following each other. The sand boat foundered and three persons were drowned.

RAILWAY DIRECTOR. Mr. Li King Fung, assistant director of the Canton-Hankow Railway Company, whose term of office for two years will expire at the end of this month, has tendered his resignation from the post.

SELF-GOVERNMENT SOCIETY. The Canton Self-Government Society has sent out circulars to call a mass meeting to-day for the purpose of discussing sundry matters especially in connection with the view of formulating a petition to the Throne for Constitutional Government to be instituted at an early date, questions for the development of native industries will also be discussed at the meeting.

DISTURBANCE IN YUNNAN. A Yunnan merchant residing here received a letter yesterday from Hekow stating that, on the 29th ultimo, the revolutionists attacked Hekow with great force and captured it on the following day. Most of the Chinese officials to the locality were murdered; but the revolutionists have so far not done any harm to the foreigners there; the latter, however, for their own safety have removed to Lokai, a French concession, and many Chinese people have also fled over there for refuge. Telegraph wires are reported to have been cut and that no telegraphic communication is available. The malcontents are reported to have gone up to Meiguts, but particulars as to their action there are not to hand at present.

UNKNOWN COOLIE'S DEATH.

FATAL FALL OF FORTY-FIVE FEET.

One of those most inexplicable experiences which occasionally befall Chinese in Hongkong occurred yesterday, when a Chinaman dropped from the third floor into the street and was instantaneously killed. The native had apparently sought to make an entrance into a house in Cleverly Street when he was discovered. The residents in the house promptly chased him from the premises and with the usual impetuosity of the Chinese he made a headlong dive of a matter of forty-five feet. He landed upon his head and it was the end of the story. Inspector Ritchie was called upon the scene and had the body removed to the mortuary. The man who is unknown appeared to be about 15 years of age and about five feet four in height. He was dressed as a coolie, wearing only a pair of gauze trousers.

THE Council of State Affairs is holding meetings daily to discuss the proposal made by a certain member of the Censorate that a department should be established in Peking for the denunciation to the Throne of those metropolitan and provincial officials who pretend to have broken off their official smacking proclivities, but still continue the habit *sub rosa*.

SHIPPING AND MAILS.

MAILS DUE.

American (*Hongkong*) 12th inst.
English (*Oriskany*) 13th inst. 7 a.m.
German (*Prins Heinrich*) 19th inst.
German (*Prins Eitel Friedrich*) 19th inst.

The Boston S. S. Co.'s *s.s. Shawmut* left Yokohama on 10th inst.
The *s.s. Clun Macmillan* left Manila on 10th inst., afternoon, and is due here on 13th inst., morning.

The Imperial German Mail *s.s. York*, which left here on 6th inst., at noon, arrived at Singapore yesterday, at 5 p.m.

The Imperial German Mail *s.s. Bussow*, which left here on 6th inst., at 4 p.m., arrived at Shanghai on 9th inst., at 6 a.m.

The Imperial German Mail *s.s. Prinz Eitel Friedrich* left Kobe via Nagasaki and Shang-hai, and may be expected here on 19th inst., a.m.

The P. M. S. S. Co.'s *s.s. Mongolia* is due to arrive at this port from San Francisco via Honolulu, Japan, and Shanghai on 13th inst., at 2 p.m.

The Imperial German Mail *s.s. Prinz Eitel Friedrich* will sail with dates from Manila, of the 2nd inst., left Colombo on 6th inst., and may be expected here on 19th inst., a.m. The *s.s. Mongolia* is due to arrive at this port from San Francisco via Honolulu, Japan, and Shanghai on 13th inst., at 2 p.m.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

STEAMER ON FIRE.

OUTBREAK ON BOARD *S.S. "PORT MARIA."*

MAIL BAGS SAFE.

[From Our Own Correspondent.]

Shanghai, 11th May, 3.55 p.m.

A somewhat serious outbreak of fire occurred on board the steamship *Port Maria* on Tuesday last.

The vessel was then proceeding to Nagasaki.

According to the report which has been received no damage has been done to the mail bags.

CHINA'S NEW NAVY.

APPROPRIATION OF THE REFUNDED BOXER INDEMNITY.

[By courtesy of the "Shung Po"]

Peking, 10th May.

The Imperial Government proposes to apply the Boxer Indemnity refunded by the United States Government towards the funds for the reorganisation of the Navy.

The officials appointed to formulate the reorganisation scheme are:—Yam, Sah, Wong and Tang.

On the recommendation of Admiral Sah Chen-ping, Commander-in-Chief of the Peiyang and Nanyang squadrons of the Chinese Navy, Viceroy Yang intends to re-establish the naval college at Pien-tsin, which was destroyed in 1900.

The proposed naval college will be divided into two departments—preparatory and medium—so as to train modern naval men for services in the Chinese navy, which must be reorganised when funds permit.

The terms will be three and six years respectively. The existing naval school at Chefoo will be amalgamated into the college. The proposal is actually carried out. It is estimated that about Tls. 100,000 will be required annually for the maintenance of the proposed college. — *P. & T. Times*.

WEST RIVER PATROL.

MORE STEAMERS FOR THE SERVICE.

[By courtesy of the "Shung Po"]

Peking, 10th May.

Telegraphic instructions have been despatched to Viceroy Chang Jen-chun, of Canton, to provide more steamers and arms for the efficient patrol of the West River.

DISTURBANCE IN YUNNAN.

HOKOW CAPTURED BY REBELS.

[By courtesy of the "Shung Po"]

Peking, 10th May.

Hokow, in Yunnan, has been captured by the rebels.

A decree has been issued appointing Lau Chun-lam to the command of the Imperial forces in the province of Yunnan.

Troops have been ordered to suppress the rising.

[Reuter's]

Mr. Asquith's Budget.

London, 7th May.

The cost of the Pension scheme will be £6,000,000, and not £66,000,000 as previously telegraphed. The Budget has been well received, the Liberals hailing it as a triumph of democratic finance.

Portugal.

King Manuel has issued a decree granting amnesties to all political offenders, with the exception of those connected with the assassinations.

Germany.

May 8th.

Prince Philip Eulenberg has been arrested in his castle of Liebenberg on a charge of perjury at the last Harden trial, when he denied immoral practices. Fresh damaging evidence has since been added.

STEAMERS FOR CANTON.

HONGKONG SHIPBUILDERS' POSITION.

(From Our Own Correspondent.)

Canton, 10th May.

I wrote you very fully on Friday evening last on the subject of the tenders submitted by three firms of shipbuilders in Hongkong for two ferry-steamers for the Canton-Hankow Railway Co. There is no question that the Hongkong firms must have been at considerable pains in the preparation of drawings, plans, specifications and estimates. The news will, therefore, be all the more galling to them when it becomes known that the Railway Co. does not intend to go beyond a sum of \$70,000 for the two steamers and each capable of accommodating, from 1,600 to 2,000 passengers. \$35,000 is a little over half the amount of the Hongkong and Whampoa Dock Co.'s tender, while it falls short by fifty per cent of the lowest bid sent in by the Chinese firm. If it was the intention of the Company to obtain vessels of such comparatively cheap prices, I should have thought it would have been fair to the tenders to have announced the fact in the advertisement calling for tenders.

My information is that after the tenders were opened on Friday, the bids were submitted to H.E. the Viceroy, by whom the figure of \$35,000 was fixed. Why the matter had to be referred to the Viceroy, it is not easy to understand, since the contract related to the Railway Co. alone, and it was a commercial transaction pure and simple of no concern whatever to the civil authorities.

UPROAR IN A TEA SHOP.

COOLIES SERIOUSLY STABBED.

News of another stabbing affray reached us to-day from Yau-mai-ti. A Chinese, sailor named Chan Fo, belonging to cargo boat No. 92, paid a visit to an eating house at 104, Reclamation Street, Yau-mai-ti, yesterday afternoon and called for some tea. He afterwards called for viands with which he sought to satisfy the inner man, and upon presentation of the bill, displayed two cents with which he hoped the bill be had contracted would be satisfied. Contrary to expectations, however, the tea-house proprietor started out for a policeman, but before the latter could reach the door the man who had ordered the meal was upon him with a sheath knife, inflicting four serious wounds to his chest and abdomen. In the thick of the fight the tea-house man obtained possession of a piece of iron with which he dealt the seaman a severe blow over the head. Blood streamed from the wound and shortly afterwards both men were taken to the hospital. In the Police Court this morning the case was remanded for one week to allow complainant and defendant to attend Court.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council held at the Board Room, on the 21st April, 1908.

Present: W. H. Wallace (chairman), C. A. V. Bowra, W. Kruse, S. Okuyama, W. Wilson, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

Tenders for street lighting were opened and considered.

A report was read from the Health Officer concerning the state of the foreshore in front of the Kulangsu Milk and Dairy Produce Company's premises, and the irregular manner in which they endeavour to dispose of the dung, &c. from their cow sheds. The secretary was instructed to forward the Company a copy of the Health Officer's report, at the same time informing them they are to take immediate steps to have the dung at present on the foreshore collected and removed, that they give strict orders to their servants that dung is on no account to be dumped on the foreshore, that they see that the Dairy Regulations are fully explained to their servants and strictly adhered to, and that the Company's particular attention is called to Dairy Regulation 17.

The Superintendent of Police reported the following cases have been dealt with at the Mixed Court since the last meeting:—Summons. Contempt of Court 2, Attempting to obtain possession of property by the aid of false deeds 2, Allowing pigs and cattle to stray 4, Assault 1, Quarrying without a license 1, Summary Arrests—Breach of Sanction Regulations 1, Failing to obey the order of the Mixed Court Magistrate 1, Theft 1, Being a licensed samsanman, refusing to take passengers 1.

(Signed) W. H. WALLACE, Chairman.

By order,
C. BERKELEY MITCHELL,
Secretary.

HONGKONG VOLUNTEERS.

"LAMBERT" CUP SHOOTING.

No. 3 Company of the Hongkong Volunteer Corps (late Left 4 No. 1 Company) held their final monthly shoot for the Lambert Cup at Tai Hang Range on Sunday, the 10th instant.

Following were the best scores for 5 shots out of 7:—

A. CLASS.	
1st. Gunner D. Toller	460
2nd. C. S. M. J. W. Gloyne	457
3rd. Gunner H. J. Quick	451
Sergeant E. A. Chapman	419
Gunner F. E. Wilkins	439
Gunner R. P. Carter	437
Corporal F. M. Crawford	428

B. CLASS.	
1st. Corporal H. C. Sayer	330
2nd. Gunner E. Hope	310
3rd. Corporal A. E. Crispell	298
Sergeant H. W. Sayer	283

It is assumed that vigorous measures are being taken for the suppression of opium in Kowloon. The stores in the provinces are being

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

SWEDISH ASIATIC SOCIETY FOR CONSULTING ENGINEERING.

DEAR SIR.—The "Ostasiatiska Lloyd" of the 17th April reports that a Swedish Asiatic Society for Consulting Engineering will be established, with head office in Shanghai for China, Japan, Korea and Siam, at the suggestion of the Swedish Minister in Tokyo, and that as head of the undertaking a certain Mr. Hornell, Civil Engineer has been chosen, who before his departure from Europe (he has arrived in the Far East since) would be appointed attaché to the Swedish Legation in Tokyo.

His Excellency Wallenberg, Swedish Envoy Extraordinary and Minister Plenipotentiary for Peking and Tokio, now informs us that neither he suggested the creation of the Society in question nor that Mr. Hornell has been or should be appointed attaché to one of his Legations, and request me to prevent publishing of the report of the "Ostasiatiska Lloyd" by local papers and to contradict it in such papers which have copied and brought the news already.

In conformity with His Excellency's request I would kindly ask you to abstain from copying the news from the "Ostasiatiska Lloyd," or if you should have taken over and published it already, to contradict it in your valuable paper that the Society was formed at the suggestion of H.E. the Swedish Minister in Tokyo and also that Mr. Hornell has been or should be appointed Attaché to the Swedish Legation, both the statements being without foundation.

Thanking you in anticipation, I am, etc.,

SWART.

Acting Vice-Consul for Sweden.
Royal Swedish Vice-Consulate,
Hongkong, 11th May, 1908.

A HONGKONGER IN VANCOUVER.

MR. C. D. SILAS INTERVIEWED.

Mr. C. D. Silas, of the Hongkong and Whampoa Dock Company, who arrived on the "Empress of China," on nine months' leave of absence, has much to say regarding conditions in the Orient, says the Vancouver News-Advertiser of 2nd ult. "In referring to the Taku Maru No. 2 incident, he said the Chinese Government, through its demonstration of force in taking possession of the vessel, had to an extent quelled the rebellious parties in the interior, for whom it was thought the arms and ammunition aboard the Taku Maru were intended.

China, he says, is at the present time infested with rebels who are endeavouring to maintain revolutionary practices against the present Government. These rebellions, however, are scattered and the parties are located so far apart from one another that it is thought that very serious outbreaks or continued action cannot take place against the present ruling powers for a long while owing to the inability of the rebel factions getting together. The revolutionary movement is said to have a political significance in which Dr. Sun Yat Sen is more or less interested as a prime mover.

The Japanese and Chinese relations, says Mr. Silas, remain a little strained over the Manchurian Railway trouble. Manchuria, he says, is overrun with Japanese who are bidding strongly for the commerce of Manchuria.

A financial panic is frowning the Japanese merchants and financiers. Trade, Mr. Silas says, is undergoing a tremendous depression. Silk is down considerably, and heavy stocks are being held by certain merchants rather than disposed of by them at the present low figure. A crisis is imminent, and a general depression is looked for by those who feel the pulse of trade.

Referring to Chinese emigration to Canada, Mr. Silas said that the desire to emigrate here on the part of the Chinese is very strong.

Three years' work, he says, in Canada for the unskilled Chinese labourer, means an independence for life upon his return. With \$50, Mexican, he can buy a large tract of land and become a retired man, practically; although the more ambitious Chinese who return with \$500 or \$600, will generally go into trade or open a shop. As a business man, says Mr. Silas, the Chinese excels, and with the capital mentioned has a rose-strewn path for his future.

Fired by the example of many of their countrymen who have emigrated to Canada and returned, there are thousands who are eager to reach the land of prosperity on the same mission as their predecessors.

A COOLIES' TRICKS.

OBTAINING GOODS UNDER FALSE PRETEXTS.

So U Chin, an unemployed tinsmith, of no address, was arraigned before Mr. A. G. Wood, at noon on Saturday, to answer two charges, as follows:—Obtaining 233 cadies of lead, valued at \$10.60, from the Yau Cheung firm, of 21, Hing Leung Street, with intent to defraud; obtaining 300 cadies of brass, valued at \$65, from the Sang Tai carpenter shop, of 183, Station Street North, Mongkok, under false pretences. The first offence was committed on the 5th instant and the latter on the 30th April. The accused, it was stated, went to the Sang Tai firm on April 30th and, representing himself as a jobi from the Yau Cheung establishment, secured the brass. The fraud became known on the following day when the Sang Tai's accountant presented his bill to the Yau Cheung. A strict watch was kept for the accused, but nothing was seen of him until on the 5th instant, when, through a similar trick, he obtained a quantity of lead from the Yau Cheung shop. The police were then notified, with the result that accused was landed on Saturday forenoon. Pleading guilty to both charges, accused was sentenced to six weeks' hard labour on each count, sentences to run consecutively.

The Pacific Fleet.

DEFINITE DATE FIXED FOR ARRIVAL AT A CHINA PORT.

LOCAL ENTHUSIASTS TO BE STIRRED.

The Chinese Government has been advised through H. E. Wu Ting-fang, Minister to the United States, that the American battleship fleet which will leave San Francisco in July for its long cruise to the Pacific, will reach China about October 29. This positive information direct from Washington that the fleet will not fail to pay a visit to at least one port in China, sets at rest the statements recently made, that the United States Government had decided to reconsider its decision to have the fleet come to these shores for fear that its visit would be misconstrued and false deductions made regarding how far America was willing to support China in the open-door policy. That great pressure has been brought to bear at Washington to keep the fleet away from China is not to be denied; in fact, pressure tending toward that end is still being made.

Admiral Bag was informed by the Peking Government on Saturday that October 29 had been fixed as the tentative date of the fleet's arrival, and he was instructed at the same time to arrange for a suitable reception for it.

So far, nothing definite is known as to just what port the ships will visit. At first it was taken for granted that they would naturally come to Shanghai, but later it was telegraphed from Washington that "Chefoo" had been nominated as the port of call. Yesterday a reporter for "The Shanghai Times" was informed up in the most reliable authority that it is now intended to have the ships go to Amoy. So far the only reply in answer for not having them come to Shanghai is that the "Woojung" anchorage is not the best in the world, and as the date of the visit will be at a time of the year when more or less rough weather may be expected, there might be slight inconvenience to the ships.

It has been opined a bit strange that the American colony in Shanghai has taken no steps toward seeing that the fleet came to this port, but this was explained yesterday by a prominent American business man to be due to the published report that it had been definitely decided at Washington that the fleet would go to Chefoo, and that Washington had a reason for its decision which could not be changed by a simple request on the part of the Americans here. But since it is known that nothing at all has been settled upon by Washington in regard to the matter it is safe to say that the Americans in Shanghai, backed up by the entire foreign and Chinese community, will request Washington to send the fleet to this port, and will give some very cogent reasons to support the request.

Meanwhile Admiral Bag is busy completing arrangements for the fleet's reception at whatever port it may call, and as there is ample time to lay the whole matter before the Washington Government, it is reasonable to hope that the desire of the residents of Shanghai to have a "look-see" at the big boats will be gratified.

Commenting on the foregoing, the Shanghai Times of 5th inst. says:—

It is with unalloyed pleasure and satisfaction we announce in our news columns this morning that, in spite of the great pressure that has been brought to bear to have the United States Government rescind its acceptance of China's very cordial and sincere invitation for the American battleship fleet to visit her shores, the Washington Government has finally advised its Excellency Wu Ting-fang, China's Minister at Washington, that the fleet will reach China during the latter part of October—the 29th of that month is the tentative date—and his Excellency has so advised the Peking Government, which, in turn, has instructed Admiral Bag to begin preparations for a fitting reception.

But the most interesting part of the news, so far as it concerns every resident of this Settlement, irrespective of nationality, is the information that it has not yet been decided in what port the ships will anchor. This means that there is still a most excellent chance for Shanghai to have the honour of extending her hospitality to the officers and men of the fleet, and we sincerely hope that she will not let slip the opportunity to present her claims to the honour.

It has been mentioned quite frequently of late in connection with the proposed visit of the fleet, that it seemed strange the Americans in Shanghai have failed to display that zeal for their representation is so famous. It was thought that as soon as the news was first announced that the fleet was to come to China the American colony would take steps to see that Shanghai would be chosen as the port of call. They have not done so, and for one or two very cogent reasons. The first information that was received here in regard to the matter was coupled with a statement that but one port in China would be visited and that would be Chefoo. Quite naturally the Americans concluded that the Washington Government had outlined the programme after mature deliberation and the consideration of facts of which they had no cognizance, and that they would be "butting in" if we may be pardoned for making use of a "rite Americanism"—if they should take up the matter with their home Government. And, too, when the subject was broached in a general way about a month ago by certain representative members of the American colony, the water was dashed over their enthusiasm in a certain quarter—and this may form the subject of some very interesting news in the near future.

But now that it is still unsettled as to where the fleet will stop, it is the duty not alone of the Americans, but of all the foreign and Chinese residents of this Settlement to do everything in their power to have Washington send the ships here. There are many reasons why Shanghai should be selected as the port of call. It is needless to point out that it is the metropolis not least of this Empire

but of the whole East. It affords better facilities for the officers and men, numbering in the aggregate about 15,000, than any other port in China. They would spend no less than \$20,000 (gold) in Shanghai, and this is no minor consideration to our business men and especially during these times of business depression. True, it has been argued in certain quarters that sailors ashore spend their money wholly for drink; it is equally true that no greater slander could be put upon them. The business men of this city know only too well that the American sailor is a most liberal spender and that he purchases curios, silks, embroideries, jewelry, photographs, cameras and the thousand and one other commodities for sale in the shops of Shanghai. Jack ashore may be fond of having what is known as a "roaring good time," but he never forgets the folks at home. And the ships will require huge supplies of stores, such as fresh meat, tinned goods, vegetables, engine-room supplies, and other things too numerous to mention, but which would enable the business houses of this port to earn a pretty penny if purchased here.

Inasmuch as only one port will be visited, the residents of this Settlement should see to it that that port is Shanghai. It is safe to say that the other ports would not protest Shanghai's claim to the honour of entertaining the fleet, and it should make no difference if they did. All that is required to have the Washington Government decide upon Shanghai is for the residents of this community to get together, organize a reception and entertainment committee, hustle and "boost," and the 29th of October will see the big white ships riding at anchor at Woosung. It is all very well to say that October 29 is a long way ahead, and that there is plenty of time to accomplish everything. There is plenty of time, it is true, but there is no time like the present.

THE YARN LOTTERY SCHEME.

Following the interview accorded to a representative of the Kolo Herald by the manager of the Kanegafuchi Spinning Co., Ltd., recently reprinted in these columns, that newspaper has received the following reply:—

Sir,—Referring to the conversation I had with your representative with regard to the prize-ticket scheme adopted by the Japanese mill-owners, which appeared in your issue of the 23rd instant, I beg to add that the scheme has been devised in response to the recent appeal of the exporters here and Chinese merchants to relieve their difficult position for disposing of the yarns contracted at high prices before silver declined. We are, therefore, sacrificing ourselves for the present by attaching prize tickets to the yarns already delivered and lying in stock at the Chinese ports as well as to the yarns already contracted for future delivery. Our only gain, if realized at all, is to extend the market into the further interior of China.

As to your statement that a coupon can be obtained by the purchaser of a foreign part of a bale, which makes it easy for Chinese with no interest in the trade to indulge in what is little less than a gamble, I beg to say that the highest prize for a coupon given to one bundle each corresponds in value to two hundred and fifty Mexican dollars only, and the price of one bundle is about two yen and a half. Do you still assert that Chinese with no interest in trade will pay the sum for gambling in order to get such a small prize?—I am, etc.,

For the Kanegafuchi Spinning Co., Ltd.,
S. BUTO,
Managing Director.

Kobe, April 27, 1908.

[We are glad to publish Mr. Buto's letter, but it appears to us that his statement completely justifies our comment. If the purchase of a bundle of yarn costing about ¥25 gives the buyer a chance of winning a prize of 250 Mexican dollars, how is it incorrect to say that the scheme "makes it easy for Chinese with no interest in the yarn trade to indulge in what is little less than a gamble?" Mr. Buto may consider 250 Mexican dollars a small prize, but it is some one hundred times as large as the sum required to enter for it, which is not a bad speculation.—Ed., K. H.]

GHARRY ACCIDENT AT EAST POINT.

HORSE KILLED AND CHINESE LADIES IN GRAVE DANGER.

An extraordinary accident occurred in the Wanchai district yesterday afternoon, resulting in the death of a China pony belonging to the Wong-nei-chong Stables, and the wonderful escape of several Chinese ladies, who were in the gharry drawn by the unfortunate animal.

About 3 p.m. the gharry in question was requisitioned by several Chinese ladies with the object of driving from West Point to Happy Retreat. All went well on the journey until Arsenal Street was reached, when on turning into the Praya East a truck under the charge of half a dozen coolies was discovered to be immediately in front of the carriage. The driver shouted to the coolies to make a clear passage way. Instead of doing so the coolies inconspicuously dropped the truck and before the driver of the gharry could pull up the horse had dashed full speed right against the shafts of the up-turned truck. One of the shafts pierced the horse's chest, penetrating very deeply. Dragging itself free from the truck the horse bolted, but it was the last effort for within a few yards—estimated by the police at seventy—it fell dead in its tracks. Naturally, the greatest excitement prevailed amongst the large number of people who were passing along the Praya East at the time. Ready hands disengaged the animal from the gharry and quieted the occupants of the carriage who, it may well be understood, were in a very unhappy frame of mind. The accident was one of the most serious which has occurred in the Praya East for some considerable time, and it is extremely satisfactory to know that none of those who were in the vehicle was injured. Although the odds were against the party, the horse was driven to a lane beyond Mr. A. Police Station and later buried in the Coffin Plantation.

To-day's Advertisements.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship.

"SCANDIA."
Captain von Döhrn, having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.
Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Good have left the Godowns and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 11th May, 1908. 1495

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex s.s. "Dordogne," and from Bordeaux ex s.s. "Ville de Lorient," in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 18th May, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 18th May, or they will not be recognised. All damaged packages will be examined on MONDAY, the 18th May, at 3 P.M.

No Fire Insurance has been effected.

J. MILLER, Agent.

Hongkong, 11th May, 1908.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th May, 1908. 119-23

THE PACIFIC SHIPPING TRADE.

THE NEW O. S. K. SERVICE.

A Seattle paper says that despite the solemn assertions of steamship officials of that city that no rate war to the Orient was in project, the meeting of the Trans-Pacific Freight Bureau, held a few weeks ago, decided upon a schedule of cut rates to the Orient on wheat and flour, and these rates were to become effective on April 1st. Every effort to keep the matter quiet has been made by the companies interested. The companies represented at the gathering were: The Great Northern, Nippon, Yusen Kaisha, Waterhouse & Co., Boston Steamship Company, and Doddwell & Co., and the Blue Funnel line. The other steamship companies plying to the Orient from Vancouver and Portland are expected to follow suit in making cut rates, and a war to the death is in prospect between the regular liners to the Far East and the tramp steamships of foreign register. The new rates on flour and wheat per ton of 3,000 pounds follow:—Wheat to Japan and Hongkong \$1.50, formerly \$2.50 and \$4 respectively; flour to Japan \$3; to Hongkong \$3.50; wheat and flour to Shanghai \$4, a reduction of \$1; wheat and flour to Amoy \$4.

According to a San Francisco dispatch dated the 10th ult. Mr. J. H. Hyland and Mr. F. A. Miller of the Chicago, Milwaukee, and St. Paul Railroad, have closed a deal in Japan, for a trans-Pacific steamship service for the company's new overland railroad, which is being built to Seattle through Montana, Idaho, and Washington. Their deal is with the Osaka Shosen Kaisha, which will make the third Japanese steamship company plying between the Orient and American Pacific ports. The Nippon Yusen Kaisha runs out of Seattle in connection with Hill's Great Northern road, while the Toyo Kisen Kaisha operates with the Pacific Mail, in connection with the Southern Pacific and Santa Fé.

Two soldiers, who had been enjoying themselves very late and not well, attempted on Sunday afternoon to have a free ride on a tramcar which was running from Causeway Bay to Shau-ki-wan. As fate would have it Policeman Fox was on board the car at the time when the two soldiers attempted to get on. The soldiers were refused to pay their fare. P.O. Fox promptly came to the rescue of the conductor and with a modicum of trouble landed both of them in the Police Station at Shau-ki-wan. They had to appear before Mr. J. R. Wood in the Police Court this morning and were fined \$5 each—a somewhat expensive ride for them.

AN EXPENSIVE RIDE.

TWO SOLDIERS IN TROUBLE.

Two soldiers, who had been enjoying themselves very late and not well, attempted on Sunday afternoon to have a free ride on a tramcar which was running from Causeway Bay to Shau-ki-wan. As fate would have it Policeman Fox was on board the car at the time when the two soldiers attempted to get on. The soldiers were refused to pay their fare. P.O. Fox promptly came to the rescue of the conductor and with a modicum of trouble landed both of them in the Police Station at Shau-ki-wan. They had to appear before Mr. J. R. Wood in the Police Court this morning and were fined \$5 each—a somewhat expensive ride for them.

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Intimations.

THE ROBINSON PIANO CO., LIMITED.

Remember
Pianos
Returned for Sale
Reduced Prices

(NEW SUPPLY OF)



TALKING MACHINES

EASY PAYMENT SYSTEM.

Large Selection of RECORDS.

FURTHER SUPPLY OF THE "MERRY WIDOW"

Waltz for Piano Solo.

NOW ON HAND.

Hongkong, 7th May 1908. 135

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 a.m.	12.30 a.m.	1.00 a.m.	1.30 a.m.	2.00 a.m.	2.30 a.m.	3.00 a.m.	3.30 a.m.	4.00 a.m.	4.30 a.m.	5.00 a.m.	5.30 a.m.	6.00 a.m.	6.30 a.m.	7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 a.m.	12.30 a.m.	1.00 a.m.	1.30 a.m.	2.00 a.m.	2.30 a.m.	3.00 a.m.	3.30 a.m.	4.00 a.m.	4.30 a.m.	5.00 a.m.	5.30 a.m.	6.00 a.m.	6.30 a.m.	7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.
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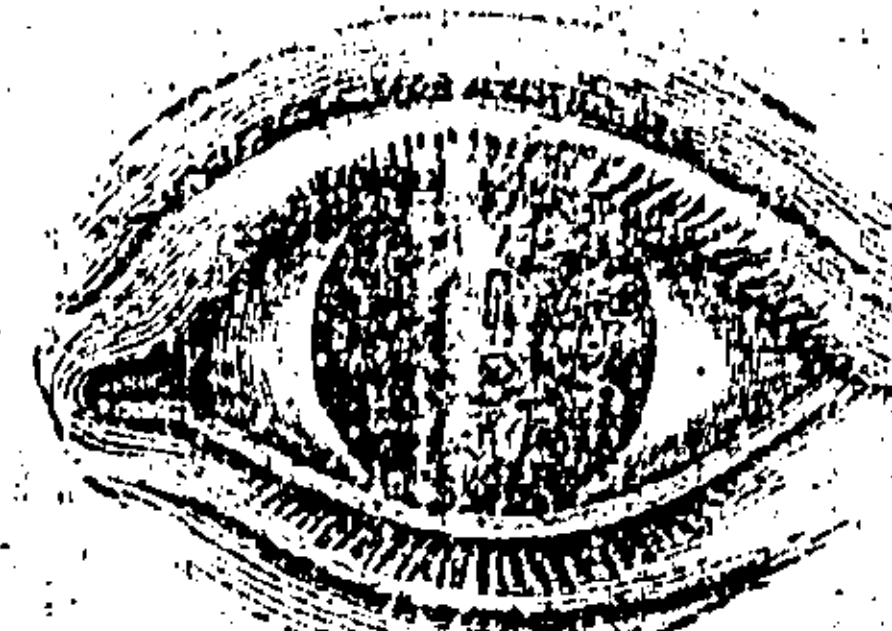
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